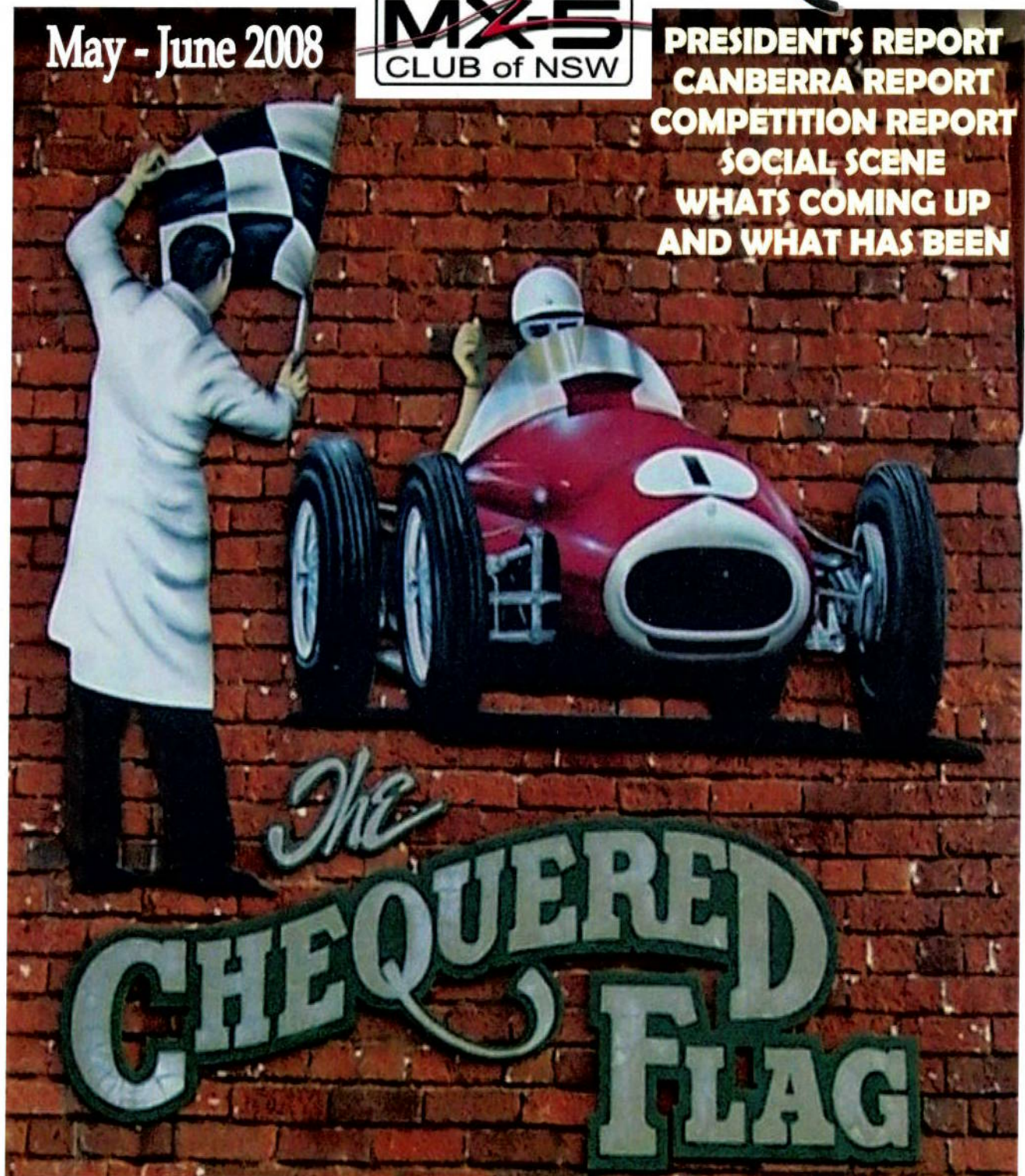


CLUB TORQUE

May - June 2008

MX-5
CLUB of NSW

**PRESIDENT'S REPORT
CANBERRA REPORT
COMPETITION REPORT
SOCIAL SCENE
WHAT'S COMING UP
AND WHAT HAS BEEN**



**ROLFE
MAZDA**

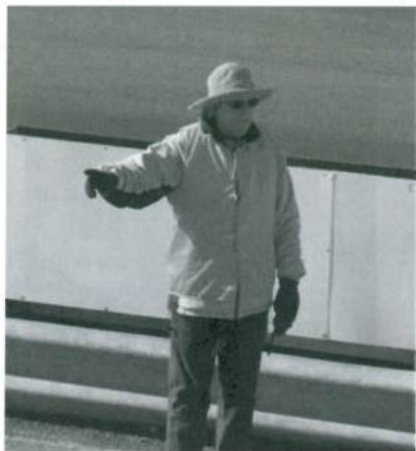


CARCO
EXHAUST & AUTOMOTIVE



PRESIDENT'S REPORT-

JULY 2008



As winter tightens its grip on us, we can look forward to the longer days and the warmer weather. OK, it is still a while away, but we can dream! As you can see the Committee is busy preparing for the AGM in September. My three year term is coming to an end and some new blood will be taking over the reins, and bringing in some new ideas and a new focus. I won't be disappearing completely, you know me, I just can't do that, I still have to be involved!

I won't be at the AGM, I will be overseas, visiting my daughter in London and then spending some time in the US & Canada, but our Vice President Paul Beerworth will be looking after the formalities. I will be ending my trip in Seattle and will attending the 10th Backroads to Bavaria Run with the

Club Miata Northwest and our friend John Hewitt.

Next year, 2009 is the 20th anniversary of the MX-5 first arriving in Australia. Mazda are planning to celebrate it in some way, so hopefully they will let us know about their plans. In 2010 the MX-5 Clubs in each state were formed, so we will all be organizing our own celebrations. If you are interested in helping out in some way with the planning and organization of any of those events give me a call or an email. Over the Easter weekend in 2010, Natmeet will be held in the Fleurieu Peninsula. It is being hosted by the South Australian MX-5 Club and already plans are well under way. No firm details as yet, but the location has been set.

Since the last Natmeet in Victoria this past Easter, the State Presidents have been meeting by email quite regularly with quite a few ideas being shared with each other. The most important resolution is the setting up of a nation MX-5 website. This will include all the information about the Natmeets, past and future, with some standardization of scoring at both the track and Concours, and full disclosure prior to the event. We are hoping to set up an archive page with names of previous winners and perhaps a photo album with memories from years past.

I look forward to the next few years of celebration and most of all, enjoyment of our cars.

JEAN COOK

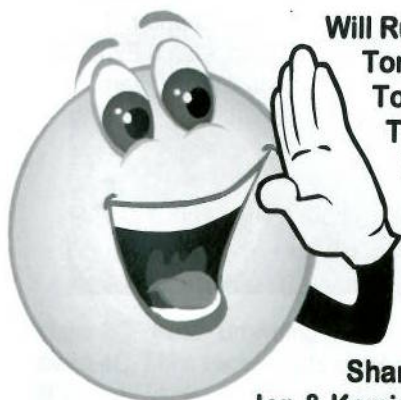
SPECIAL NEWS

The AGM for 2008 is looming fast and we would love to see you at this gathering it starts at 7.00pm with pre-meeting nibbles, and a chance to catch up with members, then into the meeting at 7.30.

At Ryde Eastwood Leagues Club
117 Rydale Road, West Ryde.

This night also for the presentation of trophies of appreciation and competition.

The position of Social Secretary is going on offer, so if you want to join a great group of people one night a month with ideas and plenty of support give it a thought, come along, and see if it is for you.



Will Rugg
Tom Carter
Tommy Chui
Terry Fitzpatrick
Hazel Gibbs
Lauren McInerney
Bill Rugg
Aaron Russell
Gary & Ruhani Hobson
Mike & Rina Kelsey
Sharon & Chris Nurton
Ian & Kerrie Steer

Matt & Sandra Wilmot

WELCOME TO THESE NEW MEMBERS



CANBERRA CHAPTER AND VERSE

There is light at the end of the tunnel for the Canberra Chapter BBQ Trailer build. Dave and Greg have squeezed in quite a bit of work to get it to registration. In between broken gearboxes (Turbo Girl), broken connecting rods (Turbo Boy) and work (what keeps the business going), they have removed all unnecessary internal metal work,

welded in new supports and floor pan, and prepared the body for painting.



The Chapter has continued its frenzied pace of events and activities. 16 cars spent two weeks in tremendous Tasmania following the Targa Tasmania Route. Classic stage names like Moriarty, Mt Arrowsmith, Queenstown, Hellyer Gorge, Paradise, Elephant Pass and Cethana roll of the tongue when participants gather and relive the tour. A memorable visit to Mole Creek created



the largest gathering of MX5s in the one place in the Apple Isle, with our 16 cars joined by 4 northerners, and another car parked just round the corner. In Hobart, we were joined by 4 southerners, remarkable examples of the MX5 Club spirit. We spent two days in Strahan, taking in the Wilderness Railway and the Gordon River Cruise, both activities that should not be missed.

Chapter events continued the week after the traveller's return. In May, we celebrated National Motoring Heritage Day with a drive to and lunch at the Cork Street Cafe Gundaroo via our little Italian village, Bungendoré, ably organised by John Brown.

June saw us head east, Mal's 'Browse Braidwood' run failed to check out any shops, but we did enjoy a delightful lunch at the Serrated Tussock café in Braidwood, and included a side run to Majors Creek. We did not expect to be held up by a Rolls Royce and EH Holden travelling in close but slow company along this narrow winding road. However, we can report that Majors Creek is still there, unchanged from our last visit 4 years ago.

Members are keenly looking forward to our Christmas in July party, being organised by Damon and Raechel. Nearly 40 members will be partaking of a traditional Christmas fare at the Grazing Restaurant in Gundaroo. The following week we will be represented at the supersprints and Club Track Day at Wakefield Park.



Our diaries are filling up for August and September. A small but quality field takes to the road for a long weekend in the Hunter Valley, while the remainder join with the Sydney members of the Club to the Illawarra Fly. In September, Roger will be leading a repeat of last year's run to the fascinating Iandra Castle, near Young.

Since the last Club Torque, Chapter members have been keen participants in a range of motor sports, some of which will be covered in separate reports, including production sports, supersprints, hill climbs and motorkhanas.

Finally, this will be my last *Chapter and Verse* as Convenor as I stand down at the August meeting of the Chapter. I would like to thank all the members of the MX5 Club of NSW, Canberra Chapter, sponsors, Rolfe Mazda, Carco Exhaust and Automotive and Fox Antiques, for their support, willingness to chip in and good humour over the last three years. I would also extend my thanks to the Club committee for their support to the Chapter, giving us a free hand and enabling us to grow.

MX5 owners can be assured of a warm welcome to our fine city at any time, but particularly at our world famous *Coffee and Lies*, held on the first Saturday of each month at 10:00am at the Lookout Bar and Café, Red Hill.

Zoom, Zoom Paul

COMPETITION REPORT

APRIL, MAY AND JUNE

Since the last edition of Club Torque we have conducted two Club Track Days at Wakefield Park. The first was on Monday 27 April and the second was on Sunday the 22nd June. Both events were particularly well supported with approximately 50 entries at each day. Unfortunately the April day was affected by adverse weather conditions that did not allow for any quick times. It did however allow for plenty of practice on a damp track. A very big thank you to Jean Cook and Robert Kai who worked outside in the bitter conditions for the entire day and to the Rescue Team who pulled a record number of cars out of the turn 2 "sandpit". Fastest time of the day was recorded by "Turbo Girl" Pat Rooke with a time of 1.10.70.

Conditions on the 22nd June were much better and some fast times were recorded. Pat Rooke once again recorded fastest time of the day with a 1.07.78 before "Turbo Girl's" fourth gear cried enough. Keith Monaghan proved the most consistent in the 6-lap regularity with a time difference of only 2.26 seconds from his nominated time. The June meeting brought to a close our 2007/08 Competition Year.

Thank you to all those members who have supported our track events over the last year, either as a competitor or hard working official, you have all contributed to another successful year. Trophies and gifts of appreciation will be presented at the conclusion of the AGM to be held on the 24th September.

In the area of Supersprinting there has been 3 rounds of the State Championship conducted over the past two months. One round each at Wakefield Park, Eastern Creek and Oran Park G P. In the Club Pointscore after four rounds the MX-5 Club leads on 398 points over last years Champions New South Wales Road Racing Club on 317 points. In the various classes Stewart Temesvary and Ian Vickers are positions 1 and 2 in class 1B. Robert Gage is third in 2A. David Roden and



Andrew Irwin are first and second in class 2b, Lindsay Burke and Robert Kai are third and fourth in

class 3C. Peter Browning leads class 4C, Mike Hicks leads class SVB and Renny Roden is second in class SVC. Congratulations to all for their efforts in this years Championship.

Next round is round 5 at Wakefield Park on the 20th July and is promoted by our club. Thank you to all those



members who have volunteered to help out as officials on that day.

On the racing scene there have been two rounds of the State Race Championship conducted at Eastern Creek and Oran Park GP plus a Festival of Sporting Cars multi club race meeting at Oran Park GP. After two rounds of the State Production Sports Car Championship, David

Raddatz in his MX-5 is in first place with Chris Tonna and Brett Morse in equal fourth. Next round of the State Championship is a one-hour "enduro" at Oran Park on 26 & 27th July.

The Festival of Sporting Cars second race meeting for this year was at Oran Park GP on the 14th & 15th June.



Once again there was a good representation of MX-5s in both the races and regularities. In the races David Raddatz in the MX5Mania car was successful in winning four races and coming second in another whilst MX5 Racing's Chris Gough recorded two wins and a second. In the regularities wins were recorded by John Burgess and David Roden, Dennis Brady recorded a third, Mike Hicks and John Burgess recorded a fourth each. The final Festival of Sporting Cars meeting for the year will be at Wakefield Park in either November or December.

The club is also involved at the present time in endeavouring to develop an MX-5 racing category where races will be held for MX-5s only. Dates for two multi club race meetings have been negotiated with the ARDC for a one-day meeting at Eastern Creek on the 3rd of August and a further meeting at Wakefield Park on the 20th & 21st of September. Entry Forms and Supp Regs for the August meeting are on the club website or contact me on 9894 9167 for more details.

Upcoming events not already mentioned include the first track day at Wakefield Park for the 2008/09 championships on Monday 21st July. This is the day after the Supersprint so why not make it a long weekend in Goulburn. Then on the 3rd of August we will hold a motorkhana on the Eastern Creek skidpan, entry forms are up on the website. Then on the 21st September the NSW/Victorian Club Challenge at Sandown Park in Melbourne.

See you at Wakefield Park on 20th & 21st July.

Safe and enjoyable MX-5 motoring.

Mike Hicks.

THE SOCIAL SCENE WITH PHIL

Heasman's Tech Night



What a fantastic, informative night. 21 members turned up to enjoy a great BBQ & a few drinks before getting down to the technical stuff.

We all learned a lot from the shockie technicians on how they can tune your suspension to suit your individual requirements. They can re-rate the standard Bilstein shock to be compliant on the road and also work well for those of us who head to the track on the odd weekend without the need to go to adjustable shocks, one thing that they didn't push as the answer for those doing a bit of track work.

They take your standard shock, put it on a test machine and plot a frequency graph of the bound and rebound stroke. You then let them know what you want changed with the ride of your car. For example you may be banging and crashing around the streets at 60 kph and be floating at freeway speed and you want it softer round the city and firm on the freeway. They then re-valve a Bilstein shock(s) to suit your requirements and overlay the new settings on the graph so you can see the change. All this info is saved into the memory of the test machine just in case you come back at a later date and want another change or adjustment. Ken Liston was there on the day having his shockies redone and was only too please to flash around his graph for all to see. So if you may want to have a talk with him and check out his setup if you're considering a better ride.

One thing I learnt was they can take the non adjustable Bilstein and fit it to an adjustable body to allow you to set the car to your desired height. Re-valve it to suit your requirements, all for less than the cost of an imported coil-over system that may not be suitable your car. One of the advantages of this method was the in country service. They pointed out that coil-overs are mainly used for the track where they only get used once or twice a month for 100 klms. For those of us who use our cars as daily drives and do 100 klm per day, we would be paying for rebuilds on a pretty regular basis if we fitted the shorter bodied coil-overs.

Another interesting fact was that your standard shocks cost the car manufacturer the princely sum of \$11 each.

Thanks to Heasman's we all walked away with a far greater knowledge of what it takes to get our MX-5s handling and riding to our individual requirements.

UPCOMING RUNS

JULY – Christmas in July at the Carrington.

AUGUST – The Illawarra Fly Walk & Café

SEPTEMBER – Run to Jenolan Caves to be led by one of our members Michael Soulos.

OCTOBER – Long weekend to Batemans Bay.

Kim & Peter Ranger



Hawks on Second Avenue



A hawks fly low over the greens as men dressed in creams study their technique, trying to deliver the perfect bowl, then, we arrive, our little Mx-5s all cleaned and polished and we were ready for some barefoot bowling.

"What the!"

We were kindly invited to participate in a roll of bowls (bowls talk) at this great venue, and coached by some keen bowlers, (pictured below) who managed to contain their chuckles enough to give us encouragement and plenty of advice. The morning started with our trusty Captain Kim standing guard on the road to stop cars from coming into the carpark so we could have our show and shine, some of the natives were confused about what was going on, but we greatly appreciated their hospitality and after a generous lunch at their buffet we headed to the greens.

Mark was a dab hand with the bowls and showed his prowess, it was great fun with lots of laughing and talking and with the competitive edge coming out every now and then. We all got the hang of the bias the little circle verses the big circle, and we all agreed there is more to this game than meets the eye. We hope we behaved ourselves because we would like to be invited back!!



PORSCHE PUMPS UP 911 FOR 2009

Porsche has lifted the veil on its face lifted 911 Carrera range: stylistically evolutionary, mechanically revolutionary.

The more things change, the more things look the same; a clumsy attempt at an old adage, but one that neatly sums up the 2009 Porsche 911 (997) facelift. As with many Porsches of late, the exterior changes are an evolution of the predecessor – a tweak to the bumpers and the addition of LED lights, back and front, being the most notable revisions. It may not be radical, but in the case of the 911's styling another old adage holds firm; if it isn't broke, don't fix it.

The bulk of the changes take place beneath the sheet metal, where the Carrera and Carrera S models will be the first Porsche models that can be specified with the company's new seven-speed dual clutch automatic gearbox, dubbed Porsche Doppelkupplung or PDK. This new transmission system will replace the current car's Tiptronic S automatic gearbox and should offer the driver the usual dual-clutch benefits of swift, seamless shifts with little interference to traction or pulling power.

Thanks to the application of direct injection technology, the 3,6-litre flat-six boxer in the 911 Carrera sees a 15 kW in power, bringing the total output to 257 kW. This equates to a 0-100 km/h time of just 4,7 seconds (4,5 seconds with the PDK transmission), combined fuel consumption of 9,8-litres/100 km (previously closer to 11-litres/100 km) and a 15 percent reduction in carbon dioxide emissions.

The 3,8-litre unit in the Carrera S also benefits from direct injection technology and receives an additional 22 kW of grunt for an overall output of 287 kW. According to Porsche, this means a 0-100 km/h dash in just 4,3 seconds with the double-clutch gearbox and a 300 km/h top whack. The 3,8-litre unit also receives a new butterfly valve that opens at around 5 100 r/min, giving the engine's spine-chilling snarl an even harder edge.

The rest of the 911 fleet, including the Carrera 4S and Turbo, are expected to adopt the same changes in the coming year. We can expect pricing and release dates for the local market closer to the car's appearance at the Paris Motor Show in September.

Ken's Race Track Run 18 May 2008

A National Motoring Heritage Day Activity



Run organiser Ken at Catalina's notorious Craven A corner

The weather forecaster told us that the day was likely to be cold and wet; however, the sight of thirty plus beautiful MX-5's heading out for Ken's Race Track pilgrimage must have been enough to convince the Gods to turn on some glorious top down weather. A most appropriate day for an event designed to give a salute the National Motoring Heritage Day.

The day started with the mandatory administration round-up at the Parramatta Victoria Road McDonalds where the exchange of some little helpful tips and big tales was suitably fuelled by the direct caffeine injection system. Ken, noting the wonderful turnout decided that he needed to "crack the whip" to get this mob on the road. Subsequently, a parade of thirty one MX-5's were soon entering the grounds of beautiful and historic Parramatta Park much to the admiration of the large crowd of joggers, cyclists, runners, etc (who are no doubt suffering from a severe bout of MX-5 envy this week!). This area is steeped in history with many of the 'greats' of motor racing having competed on the very route we drove! Are... there was also a little house there too that apparently also had something to do with Australia's history so I'm told. Something about Governors I think.

The MX-5 armada then wound its way through to the picturesque hills of Annangrove, which in a previous life, was the home of the famous Amaroo Park which was unfortunately sold off by the ARDC to help pay its bills. The majority of the track is no longer in existence but the tales and vivid memories of some of our members used in conjunction with the informative run sheets allowed us to gain an appreciation for what used to be.

The group then headed off via through some post card countryside and nice roads (i.e. they had some good twisty bits) through Pitt Town, Windsor and Richmond to arrive at Springwood road. This was a lovely bit of road with lots and lots of tight and twisting turns that formed the Hawkesbury Valley Hill Climb circuit winding its way up from the Hawkesbury River Valley to the top of the Blue Mountains near Winmalee. There must have been some Black Ice on the road there as it was latter suggested that a few cars had a little problem with traction on some of the hairpin turns; go figure!

From the Hill Climb circuit, the gleaming MX-5 parade wound its way up the Great Western Highway, through Katoomba, eventually arriving at the site of the Catalina Park Motor Racing Circuit. While this two kilometre circuit (approx) is in a state of disrepair, the public can still access and walk the entire track. After a pleasant walk around the circuit it did not take much in the way of "Old and Bold" stories to convince us just how intimidating this circuit would have been to drive. Mid corner skylines, double apex corners with unhelpful camber and a wonderful choice of run-offs (gum trees, Armco or sleeper reinforced embankments) left us with no doubt as to just how courageous, or foolhardy, some of our predecessors were (apologies to the club members who drove this track).

From Catalina we headed off to the Blackheath to share the lovely company of club members while indulging in some delicious and well earned fare at the Ivanhoe Pub. It was here that the depth of Ken and Maggie's research really paid off – the pies were indeed very yummy! The day drew to a close sometime after our late lunch with everyone being very appreciative of the wonderful day provided by both Ken and Maggie and participating members.



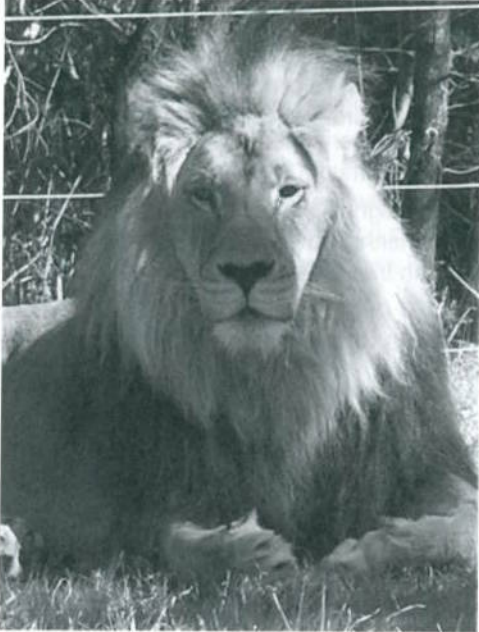
The Blue Ant



JUNE LONG WEEKEND

THE DUBBO FILES

Our Queen's Birthday weekend get away started like most others...a cuppa at Maccas, deciding whether or not to trust the weather...roof up or down and some last minute instructions from our super organised Captain Kim! 16 cars filed out of the McGraths Hill car park and headed towards the Bells Line of Road. We travelled along this scenic road over



the mountains enjoying the sounds of bellbirds and well maintained MX-5 engines! Our first stop was in chilly Lithgow where Weatherlys joined us. After a short break and stretch of the legs,

we continued our journey along the Great Western Hwy driving through Bathurst and arriving (on time of course) at Orange for lunch at the Ophir Tavern. Our group expanded again...no, not from lunch...Colin & Elaine Caldwell also joined us which made a total of 18 cars. After a pleasant meal, a complimentary drink and another for the passengers, we headed off again.

The final leg of Day 1 allowed us to drive in convoy on a well maintained, windy road...under police escort for part of the way too. We arrived in Dubbo, found the Blue Gum Motel, sorted out the rooms and before too long it was drinks and nibbles by the pool. Ashleigh amazed everyone with her perfect poi performance and not to be outdone the ladies continued the entertainment with their best Abba impersonations...well, at least we had fun. Any requests Keith? A group headed off to a local restaurant for dinner

while others opted for pizza and watching the footy at the motel...all good!

Day 2 – We met in the car park at 9:30 and drove out to the Western Plains Zoo. It looked rather impressive as a long line of MX-5s drove through the zoo gates...past the other cars waiting to gain entry the usual way. We did one complete circuit together, attracting loads of attention as we went. From here small groups set off to check out the animals and later explored other attractions at Dubbo including wineries, the Shoyoen Japanese Garden, Old Dubbo Gaol and of course some shopping. We met back at the motel and some of the ladies played a rather competitive game of scrabble whilst the others chatted about...you guessed it...their cars!

After the all important pre-dinner drinks and nibbles we boarded a few maxi-cabs and headed to the Railway Bowling Club for a buffet dinner. Elaine revealed her expertise in spooning after dinner to the tune of When the Saints Go Marching In. Colin wouldn't participate, so who did she spoon with? Australia's Got Talent?...so does the MX-5 Club!!

Lots of jokes were shared...girls put your teeth in and don't forget the black pepper!

Quote of the weekend
"You hold it and I'll screw"

The maxi-cabs drove us safely back to the Blue Gum for more talking and lots of laughter, followed by a good nights sleep.

Day 3 – It was hard to believe our fabulous weekend was almost over. We farewelled our friends and drove off to various locations, Parkes to see The Dish, Wellington for the caves and even Mudgee on the way home.

Special thanks to Kim & Peter Ranger and Pam & Ray Estreich for their fantastic organisation. The whole trip ran like clockwork due to the time and effort they spent in planning it. This was my first trip away with the club and I can't wait for the next one.

Dianne Byers





Ay! Toyota goes Crazy!

As of late, Toyota's have become somewhat staid, albeit reliable, affairs. With its Aygo Crazy (yes, you pronounce it "ai go crazy") concept and the joint venture with Subaru, there is finally proof that Toyota can still produce performance cars when it wants to.

The Aygo Crazy is powered by Toyota's 1,8-litre VVT-i unit, sourced from the previous Celica and MR-2 models and mounted on the rear-axle for RWD. With the help of a Toyota Motorsport turbo conversion kit, the power output stands at 150 kW along with a healthy 240 N.m of torque – a pretty hefty jump up from the 50 kW developed by the standard Aygo's three-pot engine. Toyota claims the Aygo Crazy is capable of clocking a top speed of 204 km/h.

Toyota has equipped the Aygo Crazy with a custom cooling system that has been designed with a huge front-mounted aluminum radiator. There is also a remodeled suspension system comprising MacPherson struts at the front and rear, as well as adjustable Tein dampers, and a front and rear track that is an inch wider than that of the standard Aygo.

Without a doubt, the "Crazy" tag is a result of the styling of this vehicle. This hatch has flared wheel arches that house 17-inch alloys shod with 225 Goodyear tyres, and a carbon fibre rear wing that resembles that of the Toyota racecars in the American Champ Car Series.

Given that the Citroën C1 and Peugeot 107 are essentially re-badged versions of the Aygo, could we possibly see a "C1 Psychotic" or "107 Insane"? It would be interesting, to say the least...



LONGFORD TRACK AND ITS RACING HISTORY

This was the circuit that Jack Brabham received permission from the Police to drive his formula one from his garage in Launceston on public roads when he was late for practice. It was there that reportedly a locally made purple sports special with a paper mache body called the "Purple Petrol Eater" raced. In those days racing happened on Saturdays and Mondays. No racing was allowed on the Sabbath so if you were not working on your car that's when everyone partied.

Longford was one of the last road circuits "around the houses, over bumps and bridges in the best European tradition". It's 7.245 kilometres consisted of sharp corners linked by long straights that were simply country roads lined with thorny hedges, trees and wire fences.



There was the flying mile where cars achieved 295 kph; a high speed jump over a railway level crossing in the main street, a brick railway viaduct (its approach was thinly shrouded in hay bails), two rickety wooden bridges and a 90 degree right hand turn around the Longford Hotel.

Once racing started the patrons were not allowed to leave the pub. What a crazy deafening day it must have been to sit at the window of the pub with a refreshing glass of Boags Draft in hand watching and listening to formula ones, sports cars, sedans and racing motor cycles braking hard, with engines and gear boxes screaming as they came down through the gears to take the 90 degree right hander into the main street and then back out of town.

In 1964 The Tasmanian Government Film Unit produced a coloured film of the racing at Longford entitled "Long Weekend at Longford - The greatest Grand Prix circuit in the South Pacific". During practice on Friday 28 February 1964 Lex Davison 4 time winner of the Australian Grand Prix with movie cameras mounted fore and aft on his cooper climax formula one did an exhibition lap of the Longford circuit. He gave an excellent commentary and one can't help but get the feeling that you were actually behind the wheel with him. (Have a look at the map of the circuit at the end of this article to help you orientate yourself as to where he was on the circuit). I have taken the liberty of converting his mph speeds to kph for the benefit of our younger readers.

"We cross the Start Finish Line at about 193 kph, change up to 3rd, 4th, and then 5th gear just before the water tower. At about 225 kph we round the gradual right hand sweeper and manage to pull 6000 revs before the hump which takes you down hill. Then we shut off and slip back into 4th to prepare to take the difficult viaduct, we brake hard at the 150 metre mark and go back to 2nd to take the left hander under the viaduct, accelerating hard past the trees we go up to 3rd then 4th drifting off King's Bridge at about 210 kph. We are now heading for the village and we shut off early at the 200 metre mark because the hump in the road will make you airborne. Two quick changes and its right out to the left to take a wide ark to the right to take Pub Corner then full acceleration as we take 3rd, 4th, and 5th gear out of town down Tannery Straight at about 260 kph. At the 300 metre mark we brake hard and come back to 2nd to take the tight right handed Tannery Corner. Full acceleration into 3rd gear for the run down to Long Bridge then accelerate hard off it and fly up the hill towards the very tight double apex, right handed Newry Corner. Go up hill in 1st, 2nd, 3rd, and 4th and select 5th at about 225 kph, then its full speed ,hitting about 270 kph between the timed section, keeping the throttle wide open to the 300 metre mark, then hard on the brakes and the gear box to barely 32 kph or so for the very slow right handed Mountford Corner. When we are in 1st gear we take the corner very slowly without any slide so the maximum straight line acceleration can be achieved. So we go up to 2nd, 3rd, 4th and 5th gears again down Pit Straight past the Start Finish Line for another lap.



Yes, Lex Davison knew all about shutting off before the bump on the way to Pub Corner, in practice for the 1962 race meeting Davison was haring along at 210 kph, he hit the bump in the road and the car became airborne and a treacherous crosswind got under the Yeoman Credit Cooper-Climax. The car was seen to go broadside for about 200 metres, swiped a tree then slammed into the brick wall of the pub just under the window nearest the corner, breaking the car in two. The mark remains on the wall today. Miraculously Davison, apart from being shaken, was unhurt and after extricating himself from the smoldering wreckage he did what anyone in those circumstances would have done. He staggered into the pub and ordered a brandy, probably a "Big One". The publican's wife was alleged to have greeted Davison and exclaimed questioningly "Mr. Davison, back so soon"? The story continued that Davison did not have any money on him to pay for his drink, so the patrons raffled off a broken brake disc from his wrecked car to raise money for the bar tab.

Unfortunately, later in the same practice day as Davison made the filmed lap, American rising star formula one driver Tim Mayer, hit the notorious bump too fast and reportedly landed with the brakes on the car shot off into the trees and he was killed instantly.

Sadly Lex Davison himself was killed in practice at Sandown Park the following year. The bar in the Longford pub is now named in his honor.

Longford race track is gone now but the legends and the atmosphere of the place lives on.

Some people say that late on still, cold, moonlit nights, if you listen very carefully, you can hear the formula ones on The Flying Mile. Or is it just cows mooing in the distance?

Ken Liston

